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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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Electrification of railroads in Mitteldeutschland

1. the Reichsbahn had been allotted 4,400,000 East Marks for the re-electrification of the railroads in central Germany. In addition, the railroads have access to money allocated for projects in Guben and Cottbus. Because of lack of materials, little use was being made of the 22,000,000 East Marks which was set aside for this work. Therefore, the re-electrification program has benefited. Other appropriations have been used to pay for the second consignment of 20,000 damaged railroad cars which the USSR sold back to East Germany.

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2. as of 10 November 1952, the following electric locomotives and carloads of material had been returned to East Germany under a special agreement signed with the USSR:

145 electric locomotives, sent to Dessau
999 carloads of material, sent to Kraftwerk Muldenstein
567 carloads of material, sent to Dessau
359 carloads of material, sent to Reichsbahnausbesserungswerk, Niederschoeneweide

Kraftwerk Muldenstein

3. Clearing of debris and rebuilding at Kraftwerk Muldenstein, which is owned by the railroads, has been started. Four boilers were to be reinstalled in the boiler house by 1 October 1953. These boilers were previously erected by Babcock and

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Wilcox, Halle Branch. This firm still has copies of the old plans and the chief fitter who superintended pre-war work is available.

4. Plans were being made to reinstall, by 1 October 1953, three turbogenerators in the machine house where five had formerly stood. All five turbogenerators have been returned from the USSR and have been sent to Bergmann-Borsig to be repaired.

5. The transformer and control sections are also slated to be completed by 1 October 1953. Transformers are being repaired in the Transformatorenwerk Karl Liebknecht VEB, Berlin-Oberschoeneweide.

Shortage of materials

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6. [redacted] the firm of Carl Koeckert of Dessau has been taken over by the Deutsche Reichsbahn. It is to produce rolled steel masts for the electric railroads. In all, 3,000 tons of rolled steel are needed, however, only 300 tons a month are expected beginning January 1953.

7. A delivery of 200 tons of copper from Kupfer- und Messingwerke, Hettstedt, is required for the re-electrification program. It is thought in railroad circles that delivery will take a long time.

Initial track to be electrified

8. The first stretches of track to be electrified will be the Bitterfeld - Dessau - Rosslau - Meinsdorf line. At present the line from Bitterfeld to Wolfen is double-tracked; the line from Wolfen to Meinsdorf is single-tracked. The whole line is to be double-tracked by 1 July 1953; and electrification completed by 1 October 1953.

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Railroad administration

9. [redacted] the feeling in the Generaldirektion was that Erwin Kramer would eventually become the Minister for Transport, relinquishing the job of Director General of the East German railroads to Richard Staimer, who is now Deputy Director General.

10. Russian headquarters are to be set up again in the main railroad stations in East Germany.

11. As of 1 October 1952, the railroad mail (Verwaltungspost) is to be specially stamped to avoid censorship in order to allow mail inside East Germany to be better controlled.

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